

COMMERCIAL.

THURSDAY, DEC. 13, 1880.

There has been an active demand for all kinds of island produce, which still continues, and in most articles of domestic produce the supply is very limited. The *Post* which sails to-day, takes some 250 barrels of oil from the *Nautilus*, being the largest portion, 555 barrels, and 50,000 oranges. The reports of the San Francisco market are considered favorable for shipments, of most kinds of produce. The ship *Gladiator* sailed on Saturday last with a full cargo of oil and bone, which will be found in our export list.

An extensive sale of assorted mids took place on Friday and Monday at the store of Messrs. Von Holt & Henck, at which prices ruled low.

We notice the following transactions and prices in staples: FLOUR—No change in quotations last given, \$12. There is no foreign in market, and the demand for Hawaiian still continues somewhat ahead of the capacity of the mill for supplying. COFFEE—Very little in the market; we quote at 12c for green.

SUGARS—6c @ 9c. The demand for the shipping in port has reduced the stock, and it commands 8c @ 9c, readily.

MOLASSES—None in the market; last sales at 31c.

PROVISIONS—Pork \$25 @ \$30; American beef \$25 @ \$26; Hawaiian \$18. It is quite probable that the *Yankee* or *Fanny Major* will bring supplies.

BREAD—Stock very light, 10c @ 12c. RICE—Stock much reduced by shipment to California; Manila No. 1, 4c; China No. 1, 7c. PULU—Large quantities offered with few purchasers. There is a six months supply in San Francisco; last sales made there at 8c.

OIL—We hear of offers of 60c for polar and that may be considered a low quotation.

BUILDING MATERIALS—No transactions. The only sale we hear of is that of 15,000 feet white pine ex *Messenger Bird* on private terms.

SHINGLES—Shaved red wood \$5 @ \$5.50. EXCHANGE—Whalers bills we quote at par. It is rumored that the Government expect advice by the mail from New York, authorizing the Minister of Finance to draw on account of the loan effected by Mr. Allen. The loan will amount to \$150,000.

MONEY—We learn from various quarters that silver dollars and quarters are becoming so scarce as to be a serious inconvenience to business men, as well as natives. It is supposed that the silver is sent to China. Gold however, particularly twenty dollar pieces, is very abundant.

FOREIGN MARKETS.

SAN FRANCISCO, November 27 and 28. FLOUR—Jobbing sales of 200 qrs Commercial Extra at \$5.50; 200 do Alviso at \$5.25; 600 do Genesee do at 7.50. Oregon, 71 @ 73; Napa, 88; Magnolia Golden Gate at the same figure; Commercial and Alviso 85; Fowler's self-raising 94. CORN MEAL—Domestic Corn Meal in small quantities was disposed of yesterday at 4c @ 4c. WHEAT—Sales this P. M. of 100 bags choice at 21c, and 250 do at 22.45. BARLEY—400 bags choice this P. M. at 21c. POTATOES—The market is better; sales this P. M. of 400 bags at \$2.60 @ \$2.75 @ 100 lbs. PORK—Sales from second hands, in lots of 25 half-hills Mess at \$19.50, and 200 do clear at \$21. SUGAR—Sale of 20,000 lbs Sandwich Islands at 9c. RICE—Sale of 40 bbls Carolina private, and 30,000 lbs Manila No. 2, from Sandwich Islands, at 8c. SALT—Messrs. McKee & Merrill sold yesterday 600 bags Sandwich Islands at \$15 @ 100. SUGAR—250 bbls crushed, in lots, sold yesterday and to-day, at 14c; New Orleans 10c; China No. 1, 9c; Sandwich Islands 9c @ 100. SOAP—700 bbls Colgate's sold on terms not stated. CANDLES—Sales yesterday and this morning amount to 4,000 boxes Adamantine, of different brands. CEMENT—Sales of 300 bbls at \$2.30.—S. F. Bulletin.

LATEST DATES, received at this Office.

San Francisco	Nov. 29	Paris	Nov. 29
Panama, N. O.	Dec. 30	London	Nov. 29
New York	Dec. 25	Sydney, N. S. W.	Nov. 29
London	Dec. 4	Tahiti	Nov. 1

Ships Mails.

For SAN FRANCISCO, per ship *Post*, on Thursday, Dec. 15, 10 A. M.
For LAHAINA, per *Kamohi*, to-day.
For HILLO, per *Kamohi*, to-day.
For KAWAIAHA, per *Ally*, on Friday.
For KATAI, per *Ally*, on Friday.
For TAHITI, per brig *Escape*, about 20th.

PORT OF HONOLULU, H. I.

(For full reports of Whalers arrived, see Shipping List on 4th page.)

ARRIVALS.

Dec 11—Sch *Kinoole*, Morse, fm Molokai, with cargo sail.
12—Am wh *Liholihi*, Thurston, fm Hawaii.
13—Am wh *Benjamin Tucker*, Barber, from Ochotek Sea under jury-mast.
14—Am wh *Ally*, Col, fm sea in distress.
15—Sch *Kamohi*, from Hilo, 2 days.
16—Am wh *Kohala*, fm Kona, Hawaii, 4 days.
17—Am wh *Kamohi*, fm Kona, Hawaii, 4 days.
18—Am wh *Kamohi*, fm Kona, Hawaii, 4 days.
19—Am wh *Kamohi*, fm Kona, Hawaii, 4 days.
20—Am wh *Kamohi*, fm Kona, Hawaii, 4 days.
21—Sch *Maria*, fm Lahaina, sch *Kamohi*, fm Kona, Hawaii, 4 days.
22—Sch *Kamohi*, fm Kona, Hawaii, 4 days.

DEPARTURES.

Nov. 12—Am wh *Waverly*, West, for Ascension Island.
13—Am wh *Warren*, Wilcox, for New Zealand.
14—Am wh *Phoenix*, Pendleton, to cruise.
15—Am wh *John Wells*, Besse, for New Bedford.
16—Am wh *Maria Theresa*, Davis, to cruise—home-ward.
17—Am wh *Ally*, Col, for Fair Haven.
18—Am wh *Omega*, Sanborn, for Fair Haven.
19—Am wh *St. George*, Davis, for New Bedford.
20—Am wh *Harvest*, Spencer, for Fair Haven.
21—Am wh *Roman*, Blackmer, for New Bedford.
22—Fr sh *Gustav*, Gillis, to cruise.
23—Am wh *Ensign*, Hallock, to cruise.
24—Am wh *Endeavor*, Holsley, to cruise.
25—Am wh *Barnstable*, Forsythe, to cruise.

MEMORANDA.

LEAKING.—The bark *Hoogly*, Cole, which went to sea Dec. 11, returned on the 13th leaking in the bows and stern. Her crew also refused duty.

The whaling bark *Prudent*, of Greenport, was found to be leaking badly, having five feet water in her hold. On examination it was found that an attempt had been made to scuttle her by boring an auger hole through her bow, about three feet below water mark. She has been repaired.

The ship *Great Republic* was loading at New York for California, and would sail about 15th or 20th November. There is some probability that we may see her this way.

SHIP "BENJAMIN TUCKER."—November 3, 1856, sea account. In lat. 45-00 N., long. 172-00 E. These 24 hours commences with heavy rain-squalls and a heavy swell on, the gale still increasing—steering E.S.E. At 4 P. M. carried away the braces of the fore yard—lost in the fore and aft and around the yard—the ship laboring very heavily and shipping a good deal of water on deck. Storm and started the bulwarks on both sides. At half-past 5 P. M., came to on the larboard tack with the fore-spar and lee clew of the main-top-sail, the weather yard-arm furling snug, made everything secure about deck, the ship laying easy and quite dry. At 3 P. M. a sea struck her forward, carrying away the bowsprit just outside the night-heads, taking all the head gear and fore stays; called all hands to clear the wreck. At half-past 8 P. M. the foremast broke off by the deck, the head of it went over the side, taking the topmast and yards, and all the gear with it; also, at the same time, the main-topmast and top gallant mast and yards, and all the gear fell as far as the rigging would let it, and carried away the main stay. At 9 P. M. the main mast broke off 12 feet above the deck, taking off all the brunt of the main mast—at the same time broke down the boom, hauled, smashed off one boat, broke down the monkey rail, and carried away two davits and stove two more boats—also tipped up the forward part of the after-hoove. At midnight, wind from the N.W., and blowing a perfect hurricane in squalls, with a heavy coming sea, the ship laboring very heavily, but quite dry, and making 300 strokes per hour; latter part the wind veered to W.N.W., and blew heavy in squalls. So ends. Employed in clearing away the wreck.

Ship *Ocean*, of Warren, will load oil and return to the United States. Has engaged the oil on board the *Italy*, 1800 barrels, and will take about 1200 barrels besides. Sails in about three weeks.

Vessels Expected from Foreign Ports.

Am ship *Madaga*, was to leave Boston about Oct. 30, with cargo mds for Honolulu, to C. Brewer.
Am clipper ship *B. F. Hoxie* was to sail for Honolulu about Nov. 25, from San Francisco, for freight or charter.
American clipper bark *Fanny Major*, to sail fm S. Francisco, about Nov. 30, due here Dec. 18, with the U. S. Mails.
Bremen brig *Kaiana*, was to sail fm Bremen latter part of Sept. with cargo merchandise to Hoffschlager and Stappenhorst.
American clipper bark *Yankee*, Smith, to leave San Francisco, Dec. 4.
American schooner *Vaquero*, Newell, to leave San Francisco, Dec. 25, en route for Sydney.
American sch. flying dutch, Freeman, from San Francisco.

VESELS IN PORT.—DEC. 17.

H. I. M.'s corvette *Embaucade*, Gizolme.
Am clipper ship *John Gilpin*, Ring, loading oil and bone for U. S. Br. *Cynthia*, for freight or charter.
Am bk *Merrime*, Rice, loading oil.
Bremen sh *Post*, Wiegand, soon for San Francisco.
Chilean brig *Escape*, Gasso, soon for Tahiti.

Ships Alice Mandell, Dennis.
Ossent, Norton.
Magnolia, Cox.
Adeline Gibbs, Pomeroy.
Pacific, Swift.
India, Long.
James, Winslow.
Abram Barker, Barker.
Chas. Phelps, Norton.
South Boston, Randolph.
Benjamin Tucker, Barber.
Gen. Williams, Miller.
Robin Hood, McKelvey.
Montpelier, Macomber.
Ontario, Tooker.
43 Whalers, 7 merchant, 10 coasters—Total 60.

Consists in Port.

Sch *John Dunlap*, Dutoit, for Hilo.
" *Kamohi*, Chedwick, for Lahaina.
" *Kamohi*, soon for Hilo.
" *Ally*, Rye, " Hawaii.
" *Sally*, Fontaine, for Hanalei.
" *Kakauhihi*, for Kona.
" *Haili*.
" *Maria*, Molteno.
" *Kamohi*, Gulick.
" *Excel*, Antonio.

EXPORTS.

FOR NEW BEDFORD—per *Gladiator*.
996 lbs bone, Sarah Sheaf.
8,540 " " Kutsaoff.
15,757 " " Sarah.
30,393 gals. oil.
26,644 lbs bone, Oscar.
11,645 " " Chandler Price.
18,329 " " H. W. Whitfield.
11,359 " " Barnstable.
14,783 gals. oil.
6,380 " " " "
9 bbls slush.
15,093 lbs bone, Fr. Henrietta.
24,170 gals. oil.
12,200 " " Mercury.
29,254 lbs bone, Lewis.
3,451 gals. oil.
68 barrels slush, 1 copper cooler, E. F. Nye.
924 lbs bone, 20,000 walrus teeth.
4,579 lbs bone, Seide.
8,830 " " Endeavor.
17,840 " " Magnolia.
42,998 gals. oil.
7,540 lbs bone, James.
7,014 " " Veron.
9,510 " " walrus teeth, Krull & Moll.
1,220 lbs bone, Robin Hood.
8,000 " " Montpelier.
12,514 gals. oil, South Boston.
2 half-barrels sugar, and 3 bags coffee.

FOR SAN FRANCISCO—per ship *Post*, 4,261 packages merchandise, 7,368 gallons whale oil, 305 sacks and 48 bales pulu.

PORT OF LAHAINA, MAUI.

ARRIVALS.

Dec. 15—Am wh *Italy*, Weld, of Greenport, fm Kamtschatka, 900 wh, 9000 bone, sea-son.

DEPARTURES.

Dec. 1—Am wh *Jirch Swift*, Earl, for home.
2—Am wh *Young Phoenix*, Tolsey, for Honolulu.
3—Am wh *Camelia*, Pease, for New Zealand.
4—Am wh *Three Brothers*, Cleaveland, cruise.
5—Am wh *Navigator*, Fisher, cruise.
6—Am wh *L. C. Richmond*, Cochran, cruise.
7—Am wh *Newton*, Sherman, cruise.
8—Am wh *Trident*, Taber, cruise.
9—Am wh *Roman*, Devoll, cruise.
10—Am wh *Macetama*, Fisher, cruise and home.
11—Am wh *Geo Washington*, Allen, home.
12—Am wh *Junior*, Andrews, home.
13—Am wh *Olympia*, Ryan, home.
14—Am wh *Manuel Ortiz*, Heustis, cruise and home.

MEMORANDA.

We have had in Lahaina this fall season 76 whale ships and 2 merchantmen.
Bark *Italy* experienced a gale of wind on her passage down in latitude 45 N.—Shipped a heavy sea, carried away the head of her fore-mast, lost fore-top-mast, fore-top-gallant and royal mast, main-top-gallant and royal-mast, bowsprit, jib-boom and flying jib-boom. &c. Most of the crew down with the scurry—will be down 16 Honolulu in a few days to repair. C. S. B.

MARRIED.

On the 12th inst., by the Rev. S. D. Damon, WM. PEARSON, Esq., to Mrs. SARAH DUTCHER, both of this city.

PLACES OF WORSHIP.

SEAMEN'S BETHEL.—Rev. S. C. Damon, Chaplain—King street, near the Saloon. Hours, 10 A. M. to 10 P. M. Seats free. Sabbath School after the morning services.
FORTH STREET CHURCH.—Services at present in the Court House, up stairs—Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 7 P. M. Seats free. Sabbath School meets at 10 A. M.
METHODIST CHURCH.—Nathan avenue, corner of Tutui street—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7 P. M. Seats free. Sabbath School meets at 10 A. M.
KING'S CHURCH.—King street, above the Palace—Rev. E. W. Clark, Pastor. Pulpit supplied at present by Rev. Messrs. Armstrong and Bishop. Services in Hawaiian every Sunday at 9 A. M. and 5 P. M.
CATHOLIC CHURCH.—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.
SMITH'S CHURCH.—Beretania street, near Nuanu street—Rev. Lowell Smith, Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2 P. M.

PLACES OF AMUSEMENT.

ROYAL HAWAIIAN THEATRE.—Corner of Hotel and Alakea streets—Messrs. Graves & Wilder Managers. Performance, every night, in each week.
ROWE'S PIONEER CIRCUS.—Corner of Nuanu and Hotel streets—(Messrs. Rowe and Smith, Proprietors). Performances every evening.

Bark Italy, of Greenport.

LAHAINA, Dec. 15, 1856.

MESSRS. EDITORS.—It is with pleasure that we report the arrival here this morning of the bark *Italy*, of Greenport. The *Italy* has been reported as lost, and fears were entertained that such was the case, as she was much later than all the others who left the whaling ground about the same time.

Capt. Weld informs us that he left the 72 passage Oct. 23, had contrary winds, and on the 3d Nov. experienced a heavy gale of wind and lost bowsprit, head of fore mast and all above it, rail, stanchions, bulwarks, boats, &c., leaving the vessel a complete wreck. He succeeded however in rigging up spars, &c., so as to enable him to carry sail, and has arrived with 1800 barrels oil on board. Three natives of the islands have died with the scurvy on the passage in. The bark will go down to Honolulu in a day or two.

Yours, &c., GILMAN & Co.

DISMAYED.—The whale ship *Benjamin Tucker*, of New Bedford, Capt. Barber, came in port last Saturday, under jury masts, having encountered a severe hurricane, on the 3rd of November, the same gale that dismantled the *Italy*, in which she lost bowsprit, all her fore and main masts, and mizen topmast, leaving her an unmanageable wreck with only her mizen mast standing. For fourteen days the sea was so rough and the vessel rolled so that it was impossible to stand up without holding on to the rail. Yet during this time the vessel was rigged out with jury fore and main masts with topmasts and square sails set, which brought her into smoother water. Capt. Barber and his officers deserve great credit for their skill in rigging up the ship with broken spars, spliced rope, and torn sails, in the fine style she came into our port. Several old captains, who have been through many such accidents, said they had never seen a vessel rigged out at sea so securely, and thought she could safely venture another voyage across the Pacific. She will be refitted at this port, at an expense of perhaps \$8,000 or \$9,000, and be ready for sea in two months. Capt. Barber has furnished us with the particulars of the accident, which will be found among the marine memoranda.

THE PACIFIC

Commercial Advertiser.

THURSDAY, DECEMBER 18.

WHATEVER natural advantages these Islands may possess as a depot for the recruiting of whale ships, the same advantages may be turned towards fitting out whaling vessels to be owned by merchants residing here. This, however, is a branch of business requiring a large outlay of capital, and is attended perhaps with greater risks than any other; but at the same time it meets with a larger return for the amount invested than most other pursuits. The attempts heretofore to carry on the whale fishery at this port, have resulted disastrously to the projectors, and in most cases led to an abandonment of the enterprise. But the reasons for such results have always been clear, for generally the vessels fitted out have been unworthy or unsuitable, and the parties engaged in it have been of too limited means to bear the losses resulting from even one poor season's cruise. It is only with the present season that this branch of business has met with fair success; and what may yet become the most extensive business of the Kingdom, is probably now fairly begun. But this stimulus is owing wholly to foreign capital which is coming in and seeking investment in this business. Most of those who are now endeavoring to establish the whaling business here are merchants of ample means, assisted by captains who have spent years in this one pursuit and whose success heretofore is a sufficient guarantee that their efforts will be prospered.

Few of our readers are aware of the number of vessels now sailing from this port and engaged in the whale fishery. We have gathered some facts relating to the business and the number of vessels so employed:

WHALING VESSELS.

Owned and fitted out from Honolulu, S. I., for the year 1856.

Am. bark *Harmony*, Hempstead, 316 tons, owned by R. Coady & Co.
Am. bark *Neptune*, Constock, 287 tons, owned by Capt. J. M. Green and others.
Am. bk *Delta*, Dubay, 326 tons, owned by C. A. Williams & Co.
" *Black Warrior*, Tibbetts, 230 tons, owned by James Mahee & Co.
Haw. brig *Hawaii*, Cook, 250 tons, owned by Melchers & Co.
Am. " *Tarquina*, Weaver, 210 tons, owned by Allen & Co. (lost).
Am. brig *Agate*, Allen, 186 tons, owned by C. A. Williams & Co.
" *Frances*, Chester, 114 tons, owned by Capt. Chester.
Bre. " *Victoria*, Corson, 200 tons, owned by Hoffschlager & Stappenhorst.
Am. brig *Prince de Joinville*, Babcock, 240 tons, owned by Capt. J. M. Green and others.
Am. sch. *E. L. Frost*, Hempstead, 141 tons, R. Coady & Co.
Am. sch. *Forward*, 130 tons, lost in Bhering Sea.
Haw. " *Pioli*, Schliebenbeck, 91 tons, Hoffschlager & Stappenhorst.

The following vessels will be added to the above fleet for the year 1857:

Am. bark *Frances Palmer*, Green, 300 tons, owned by C. A. Williams & Co.
Am. bark *United States*, 244 tons, owned by do. do.
Haw. bark *Cynthia*, Seckel, 200 tons, King & McIntyre.
Bre. brig *Oahu*, Wolke, 163 tons, Melchers & Co.

The above lists show that thirteen vessels sailed from this port in 1856 as whalers, which number will be increased to at least sixteen vessels for the season of 1857, with a tonnage of 3419 tons. The expense of fitting out whalers here, though heavy compared with New Bedford or New London, is probably less than in any other port in the Pacific. The bark *Cynthia* will be sent to sea, well fitted, for a twelve months cruise at an expense of not more than \$15,000, and the cost of the other vessels sent varies from \$12,000 to \$25,000 each. The capital invested in the sixteen vessels which will sail next season is not far from \$275,000.

The class of vessels employed in this business, although better than formerly, is not yet what it should be. Good vessels, on which insurance can be obtained, should only be employed. They cost more in the first place, but will do twice the service. And these vessels should be divided into shares—fourths or eighths. When insured, they would be the safest investment desired, and would readily be taken up by residents at these Islands. This is the manner in which the whaling business was commenced in New Bedford and Nantucket, and is still carried on.

Most of these vessels are under the American flag, owned, fitted out and officered by Americans. Two are under the Bremen, and three under the Hawaiian flag. The duty in the United States on foreign caught oil is twenty per cent on the market value of the article at the foreign port from whence it is shipped. This would have a tendency to exclude Hawaiian oil from our nearest market, San Francisco. In England sperm and whale oil are at present duty free. In Bremen they are subject to only a nominal duty of two-thirds of one per cent on the cost. Oil taken under the Hawaiian flag, if it should ever become a large amount, could find a market in England, Europe or Australia, free of duty, or be admitted to those markets on the same terms as American, which now supplies European markets.

The vessels which have made the best averages for the past few seasons, are those which have cruised from this port to the westward, through the Japan Sea taking sometimes one to four sperm whales in that sea, and thence North to the Ochotek. The vessels that have taken this track for the last four years average between 1100 and 1200 barrels to each. Several of the Kodiak vessels which went up to the Kamtschatka Sea have done very well the past season, but the average for the Kodiak fleet is small.

NOTES OF THE WEEK.

A bag will be kept open at our counter till fifteen minutes before the sailing of the *Post*, for the reception of papers and packages.

His Honor Judge Lee takes passage to-day in the whaler ship *Barnstable* to try a sea voyage for his health, which is not as firm as usual. The vessel will be absent three or four weeks, intending to cruise about this group and perhaps south. The best wishes of his friends will follow him.

Whale ships leaving this port without a full supply of vegetables or stock, will find the best of sweet potatoes and beef at Koloa or Waimea on Kauai. See Capt. Charman's advertisement on the fourth page.

CAPTURED.—A whale boat crossing the channel from Molokai to Lahaina two weeks since, with Mr. Ed. Hitchcock and two natives, was captured. The sea was very heavy and they found it impossible to right the boat and had to swim on the oars a distance of five or six miles to the whale ships at anchor off Lahaina, where they were rescued, though nearly exhausted.

LOUGHM, A NEW CEREAL.—A correspondent on Maui has sent us some bags of the seed of this new plant, the good qualities of which are alluded to in his letter in another column. It promises to be a valuable grain, worth the attention of cultivators.

FOR GUANO.—The fine schooner *Liholihi* has been chartered by the American Guano Company, to proceed to Jarvis and New Nantucket Islands belonging to them, under command of Capt. John Paty, to procure a cargo of guano. She is the best vessel that could be obtained, and Capt. Paty is just the man to find not only the island but the guano, if they are to be found anywhere in this neighborhood. Capt. P. went return with an empty vessel, if he has to fill her hold with a cargo of birds instead of their valuable deposits. And as for the "breakers," which appear so formidable in Com. Mervine's report, that his officers did not even touch dry land, we think Capt. Paty will gain a foothold, at least long enough to fill one bag. Mr. Arthur Benson is agent for the Company. We understand that several bags of the deposits were taken in New York, analyzed and found to be worth \$45 per ton—not equal to the Peruvian guano, however, which commands \$60. The deposits are covered with a thick crust overgrown with shrubbery, but that is supposed not to injure its value, but on the other hand, tends to preserve it. The *Liholihi* will sail about Saturday and be absent some three months. The enterprise has our best wishes for its success.

WHARF LOTS.—We are glad to notice the progress made in filling up the new wharf lots, under the superintendence of R. A. S. Wood, Esq., and his aid Capt. Hadley. If the work is not checked from some unforeseen cause, eighteen or twenty lots, covering about two acres of ground, with a water front of 750 feet, will be ready for disposal within six months, and for the erection of stores. The ground, however, will be worthless until the extension of Fort street is made. The stones in the fort wall are to be taken for building the break-water, and there is no reason why the erection of this wall should not be commenced forthwith. The wharves are needed now.

COTTON.—By late advices from Boston we learn that the samples of cotton raised on Maui and sent to the U. S. for examination have been heard from and said by cotton brokers to equal if not excel any samples of American growth. An offer has been received to purchase any quantity that might be for sale. We have had several inquiries for seed of late, but are unable to refer to any. Good Sea-Island Cotton seed should be imported.

For the P. C. Advertiser.

MR. EDITOR:—There are individuals in this place among the professed followers, of Him who said "be not conformed to this world," who feel that the church give some occasion for the reproachful taunts that have been thrown out against its members, eg: "Do they pray first or romp first." But they are not the "class" who are found at places of fashionable resort, where "dancing is the signal for them to rise at once and depart," thus, in effect, saying that folly we subscribe to—this we don't.

It has been said "the young must have amusement." Were the gentlemen and ladies, instead of "talking collars and hoop skirts—the weather and rate of whalers' exchange, &c., to engage in intelligent conversation, would not the young find ample entertainment, even only as respectful listeners? Can there not be something effectual done to advance the social improvement and enjoyment of the young? Surely there must be talent enough among the gentlemen and ladies of this place to devise and prosecute perseveringly some plan that shall combine instruction and entertainment—something that shall awaken among our youth a desire for general information, in the gratification of which their minds will improve—their social feelings and the talent of conversation be cultivated, and thereby that ennui, so much dreaded, be better avoided than by a resort to idle chit chat or unprofitable amusements.

On the subject of amusements, which has been brought so prominently before the public of late, if we cannot listen with patience to a thought from the pen of the living, perhaps we can to a few pointed questions and stirring thoughts from lips now sealed in death. They were uttered by a young lady a few days before her departure to the "Spirit land," at the early age of seventeen. She had developed a high order of talent. In her earliest years she exhibited a strong repugnance to popular amusements and turned with disgust from the dancing school. In after years she was reluctantly drawn into places of amusement, but previous to her last illness and while yet in health, she took a decided stand against them all, and consecrated her entire being to the service of her Creator. Five days after her illness commenced she earnestly desired to know that she was accepted of God, and engaged in mighty prayer, like Jacob of old, until she prevailed, when the Holy Spirit took possession of her soul, and

"Her tongue broke out in unknown strains,
And sung surprising grace."

To an expression of surprise at the extraordinary powers which she exhibited, she replied: "My mental powers are exceedingly enlarged; the Holy Spirit is my teacher; of myself I could do nothing; but a new tongue hath been given me, and a new spirit put within me. Give God the praise; for he hath said 'Out of the mouths of babes and sucklings I will perfect praise.'"

In speaking on the subject of worldly amusements to some friends, she said, "Let no person endowed with rational powers call them innocent or harmless. How can that be innocent which leads to a prodigal waste of precious time? How can that thing be called harmless which leads to an unnecessary exposure of health? How can that amusement be innocent which has not the glory of God for its object? How can that amusement be harmless which has a direct tendency to unfit the mind for devotional exercises? We are such frail creatures that we constantly require some excitement to lead us to God, and not to estrange us from him. Will any venture to say that they have been brought to love the Lord Jesus better by having attended a theater or a ball-room? I can say that I never derived solid improvement or real pleasure from either. From neither of them have I ever derived any thing that could afford my mind the least satisfaction in hours devoted to self-examination, nor any thing to strengthen the soul against the terrors of death and judgment. I consider them worse than vanity; they are exceedingly sinful."

MR. EDITOR.—In the *Advertiser* of Sept. 8th there appeared a notice of the "Loughm Sacharum" and its innumerable good qualities. I herewith send you a quantity of what I supposed to be the article to dispose of to those who would like to try it. The seed of it was received originally from Dr. Hillebrand.

I would premise however that the stalks are as destitute as grass of saccharine taste. But its value as a grain is more than commensurate to its lack of sugar. It is a most beautiful cereal, white, round, and delicate as sago in looks, and yields enormously. From a specimen riddled by weevils, (nothing but what is good will they eat,) I got 18 grains to grow, planted last February. It looked like broom-corn at first, but soon threw up 18 or 20 side shoots from each root. On the top of each shoot expanded a

head, heavy with most beautiful grain, like those I send you, ripening in four months from planting. From each seed there must have been a yield of more than 20,000, at the first cutting. But in a few weeks there shot up, both from the root and from each joint of the stalks left below the cutting new heads, not quite so heavy as those gathered first, but from their number amounting to much more grain in the aggregate. Up to this date it has been gathered four times.

In July I gathered the first seed and planted again fresh from the stock, and in November gathered this which I send you, a larger